LESS OPPOSITION TO THE PROPOSALS.

DR. LIEBER'S FACTION THE CHIEF OBJECTORS

-THE CHANCELLOR'S PLEA-THE

Berlin, Jan. 28.—The Reichstag Committee on the Army bill has concluded the general debate on that ure, and to-day proceeded with the discussion of increased disposition to accept the Government's pro-posals, the only material opposition being offered by a faction of the Centre party led by Dr. Lieber, Haron

The physicians state that the brain of Daniel Webster faction of the Centre party led by Dr. Lleber, Baron Stumm congratulated the committee upon the fact that it was becoming responsive to the public feeling in ernment would offer a compromise that would be ac-ceptable to the Freisinniae party, though it could not try to make terms with the Socialists. Baron Stumm severely blamed Dr. Lieber for advocating the disunion of Germany, by saying that it was better for the people of Bavarla to die as Eavarians than to be done to death under the Empire.

Dr. Buhl, a Favarian National Liberal, declared that

to inform the Government how the Bayarian people felt toward the proposed increase of the army burdens. Herr Schnedler, a member of the Centre party, con-tended that the bill and the alternative proposal of Dr. von Benigsen were both unacceptable.

Chancellor von Caprivi once more appeared before committee and spoke in favor of the bill, urging said, was not intended to avert a momentary danger of an acute nature. It aimed to make proper provision for a state of things which he must describe as presenting a permanent danger. The Federal Governments, he added, were strongly of the opinion that the country was in a position to bear the burdens that Ministers sought to lay upon it. The Chancellor declared that when the situation became clearly apparent the Government would not fail to receive

support of the people. err Maltzahn also addressed the committee, and justified the way in which the Government intended to meet the additional expenditures.

Dr. Lieber again asserted that it was impossible for his party to concede more than it has already con-ceded; thereupon the Chancellor curtly closed the disssion by expressing the hope that a consideration of the clauses of the hill would convince the Centrists of the necessity of supporting the measure.

VOTING NEW CREDITS FOR THE NAVY.

The Budget Commission of the Reichstag is rapidly voting the new credits for the Navy, under the impulse of Chancellor von Caprivi's declarations that there is danger of a coalition of the fleets of France Russia and Denmark. Herr Hahn, a member of th Reichstag, made a powerful impression upon the commission by the statement that, despite the declara tions of the Danish Foreign Minister in the Folkething the German Government had reason to believe that Denmark in the event of war would make common cause with Russia.

KAISER'S CORDIALITY TO THE CZAREWITCH. Though the reception of the Czarewitch here is not likely to modify the grouping of the Powers or check to the French party at the Czar's Court. patches received to-night from St. Petersburg testify to a marked change in the tone of the semi-official press toward Germany The Government messenge the birth of Emperor William the Czar Invited General von Werder, the German Ambassador, and Major the Anitchkoff Palace. In the course of the inter-view the Czar made cordial reference to the goodwill existing between the Courts of St. Petersburg and Furthermore the semi-official "Journal de St. Petersbourg" publishes a communication expressing the satisfaction of the highest court circle at the manner in which the Czarewitch was welcomed to

lomats and members of the Imperial household who came in contact with him during his visit is the reverse of what is recorded by the semi-official press. The closest observers say that the cordiality was all on the side of Emperor William, whose expansion toward his guest was met by formal politeness. The Czarewitch is known to defest Republican France, but his attitude here evinced no warmth of friendship for he high German personages around him.

A BRILLIANT COURT RECEPTION.

Grande Cour held after the marriage of Prin cess .uargaret was the most brilliant of the last week's estivities. It was held in the Weissen Saal of the Royal Castle. Among the invited guests were Chap man Coleman, Secretary of the United States Legation, and Lieutenants Evans and Sargent, the military and naval attaches, respectively. During the cere mony of filing past the throne an awkward mishan oc A lady-in-waiting to Princess Henry, in be ing, leaned over so far that she lost her balance and fell into the basin of an adjacent fountain. She was speedily helped to rise and was found to be uninjured. THE AMERICAN REPRESENTATIVES INVITED.

The United States Consul-General and the whole were invited to the gala opera performance given yesterday in honor or Emperor William's birthday. Much comment has been caused by the fact that no representative of the royal house of Bavaria attended the festivities. EX-EMPRESS FREDERICK'S EXHIBIT AT CHICAGO.

Ex-Empress Frederick will send to the Chicago World's Fair some costly lace points made in Silesia and presented to her on the occasion of her silver wedding by women belonging to the Silesian nobility. COUNT YON MUENSTER'S LEAVE OF ABSENCE. Count von Muenster, German Ambassador to France,

will leave Paris on a prolonged leave of absence in February. Dipiomats associate his departure with the campaign of culumny connected with the Panama Canal scandal. MULICAL AND DRAMATIO NOTES.

Mme. Melba and the brothers De Reszke will open their season of opera at Krol's Theatre in February. A French company will soon appear in opera comat the Apollo Theatre.

"Barronin Ruth," a new play, by Robert Misch, has been produced at the Neuen Theatre with fair suc-cess. The Emperor assents to the apparance of royal actors at the Neuen Theatre while the Royal Play House is closed.

# FIFTY-SEVEN MINERS RESCUED.

THE LOSS OF LIFE IN THE TOKOD-GRAU MINE ABOUT ONE HUNDRED.

Buda-Pesth, Jan. 28.—A partially successful effort was made late last night to rescue the men who were entombed yesterday morning by the explosion in a tool mine at Tokod-Grau. Fifty-seven of the men were taken out from the mine by means of a shaft which had been unused for a long time. After the fiftyseven men were saved last night the fire reached the shaft through which their rescue was effected, thus precluding all hope for the other men in the mine.

There are seventy-three men still in the mine. They are beyond all doubt dead, as the whole interior of the flames. Two of the men who volunteered to enter the mine in the efforts made to rescue the miners lost their lives. Altogether about 100 men have perished in the disaster.

THE OXFORD-CAMBRIDGE RACE ON MARCH 22. London, Jan. 28.-The annual boat race between the crews of Oxford and Cambridge universities will be rowed on March 22.

The Oxford Boat Club has decided not to accept the challenge from the Cornell University Boat Club to row a

The Oxford club will ask for fuller details in regard

to the proposed race to be rowed in Chicago during the World's Fair.

RECIPROCITY BETWEEN FRANCE AND CANADA. to-day M. Develle, Minister of Foreign Affairs, an

Paris, Jan. 28 .- At a Cabinet meeting in the Elysce nounced that the Dominion of Canada had reduced the duties on French wines in exchange for the concession by France of the minimum tariff on certain articles of Canadian production.

COLONEL RUCKER BURIED AT ARLINGTON

Washington, Jan. 28.—Colonel W. A. Eucker, United States Army, who died in Chicago last Sunday morning of pneumonia, was buried at the Arlington Cemetery gesterday with military honors. The lody was A large number of Army officers were present, among General Schofield, General Gibbons, General Batchelder, Captain Rogers and Captain Maus, of in the Superior Court, before Judge Thayer, on a de-General Miles's staf, who accompanied the body from Chicago. The dead man was a member of General Miles's staff, and paymaster of the Department of the

## GENERAL BUTLER'S BRAIN.

FOUR OUNCES HEAVIER THAN WEBSTER'S. THE NEW

SOME FACTS REGARDING THE BRAINS OF GREAT

MEN AND WHAT THEY INDICATE. examination to weigh sixty-two ounces, which was for

owners more than the brain of great Daniel Webster. Up to this time Webster's brain was the second largest on record, the largest being that of Cuvier, which weighed

was originally much larger than at the time of his death, but that it had become shrunken by disease and the use of alcohol. It is estimated that at least six ounces were

wasting, ruining their brains and thus shortening their lives? The number is legion, and yet it is all needless, it can all be avoided; let us explain:

or, Lieber's words maligned the Bavarians.

Count Preysing, a Ravarian member of the Centre.

Count Preysing, a Ravarian member of the Centre. echoed the words of Dr. Buhl.

Dr. Lieber resented Dr. Buhl's imputations, and declared that his words had been misquoted. He was Limself, he said, loyal to the Empire, and only desired It is no ordinary concortion, nervine, sarsaparilla, or tonic

> Rev. P. R. Sellon, in speaking on this subject, said up my labors on account of nervous prostration. I declored with a number of physicians and used their medicine, but could not recover my nervous strength. I suffered with a pain and dizziness in the back of my

## RAILROAD INTERESTS.

CONSOLIDATING TRANSFER CONCERNS. A SCHEME EMPRAOING THE PURCHASE OF ALL

THE COMPANIES OPERATING ON THE LINE OF THE NEW-YORK CENTRAL.

Buffalo, Jan. 28 .- All the baggage and trar companies that have been operating along the line of the New-York Central road from New-York City to Ningara and has all been paid in. The president of the company is James W. Tillingbast, the secretary is Shepard en, of Rensselaer County; and the treasurer is J. ent capitalists of Albany, New York, Poughkeepsle, Rochester, Troy, Utlea, Syracuse and Buffalo

Before the company was formed the promoters saw Chnuncey M. Depew, H. Walter Webb, Cornelius Vanderbilt and several other New-York Central officials and asked permission to buy out all the companies announces that on the occasion of the anniversary of for the New-York Central Railroad in all the big cities of this State. The permission was given, and when the Dejenne, Military Attache of the German Embassy, to Central officials they readily agreed to aid in carrying out the scheme and liberally subscribed for stock in the company. Then the promoters began sounding the transfer companies, and offered to buy them out at their own prices.

The Albany Baggage Company was the first to sell out. Then came several on the Mohawk division of the Buffalo and Ningara Fulls Transfer Companies Buffalo and Ningara Falls Transfer Companies were asked for options on their business. After thinking over the plan for several days, Charles W. Miller, of this city, have the Consolidated Company his price on his business in this city and at Ningara Falls, which will be accepted. It is expected that Mr. Miller will be appeluted general manager for the syndicate, with an office in Buffalo. James Murray, of Albany, is in the city, arranging for the transfer of Mr. Miller's property to the consolidated company.

## THE NEW-HAVEN'S PLANS

NOW SAID TO BE CONTEMPLATING THE PUR CHASE OF THE OLD COLONY.

Boston, Jan. 28.-Concerning the New-England ralload war, the Boston News Bureau says to-day: Baffled in its efforts to cut off the business of the New-York and New-England, and possibly to secure its property by forcelosure proceedings, and check mated in its attempts to extend into New-Hampshire by purchase of the Connecticut River, the New-York, to the problem as to whether it will pay to purchase the whole Old Colony system to get the Providence Line, and is endeavouring to strengthen its control at the New-York end, and perfect its toll-gate system for all entrance to that city. It has secured through allied interests the control of the New-York and Northern, and if the proposed rapid transit franchise for New-York can be bottled up it will feel secure for the time at the New-York end."

The News Bureau goes on to predict that people who put values against values in a large way will recognize that the Reading Railroad system on the west and the Boston and Maine on the east are moving daily closer together, and that they control the New-York and New-England and an aggregate capital so much greater than the New-Haven that efforts at dictation will fail.

Two thousand shares of Old Colony Railroad stock sold by nuction to day by order of the directors were taken in lots at from 199 1-2 to 200 1-4, ex-dividend, an advance of 6 pfints on the last sale and of 20 points in the last few weeks.

FOUR EASTEDUND ROADS BLOCKED.

Chicago, Jan. 28.—The Pan Handle, the Grand Trunk, the Wabash and the Nickel Plate are blocked. None of them will accept eastbound freight from Western connections. The six remaining eastbound lines are worked to their utmost limit to care for the excess of tranc forced upon them. And by the mild weather, they have been able to clear up most of the accumulated freight daily. None of the open bases can escape a blockade if the offerings of freight continue as heavy as they have been during the last two days. Relief can be obtained if the tracks of one of more of the blockaded roads are cleared, bu that prospect is a doubtful one. Another contingency which the railroads have to face is the weather. If it should grow materially colder, the Eastern roads would be compelled to refuse through freight within

PROPOSED STREET RAILWAY COMMISSION.

Hartford, Conn., Jan. 28.-The great number of applications for charters for electric railways in all purts of the State has led Senator Root, of Waterbury, to introduce a bill providing for a new commission to exercise control over street railroads similar to the control now exercised over steam railroads by the ine is a roaring furnace, and it would have been im-possible for them to have found shelter from the that the Governor with the consent of the Senate Board of Railroad Commissioners. The bill provides shall appoint three persons—a lawyer, an electrical engineer and a practical business man—to constitute a "Board of Street Rallway Commissioners," whose chairman shall be designated by the Governor.

EXPENSE OF SWITCHING THROUGH TRAINS

The trunk line roads are at present deeply con through trains from Chicago to the East without passing through the big switching yards at importan centres like Buffalo, Salamanca and Pittsburg. Railroad men say that there is more time wasted in switching a through train at these points and more expense involved than in bauling the cars all the rest of the distance. The Pennsylvania Rallros people say that it costs more to make up a train and switch it at Philadelphia than it costs to run it from the outskirts of their yards at Philadelphia to the Western destination. It is proposed to build loop around the principal switching points, but to do this the question of avoiding the breaking of bulk is required to be answered. The trunk line executive committee is working hard on this matter, as it involves the most important part of the economy of operating through freight traffic.

SETTLING THE CASE AGAINST CLAPP SPOONER Bridgeport, Conn., Jan. 28 (Special).-It was rumored here to-day that the suit of the Adams Express Con pany against Clapp Spooner for \$700,000 was in course of settlement out of court. For the last five weeks murrer, but it went over. It is said that the com-pany will not press the suit against Mr. Spooner, as it accomplised all it desired when it forced the late John Hoey to make a settlement. New Publications.

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THE OLD GUARD'S RECEPTION TO MORROW. The annual reception of the Old Guard is to be he the Madison Square Garden to-morrow night. The at the Madisin Square Garden to-morrow night. The officers of New-York and Broodyn National Guard regi-ments and of many other organizations throughout the country will be present with many officers of the regular Army. More than one thousand of the battalion's mili-tary guests will take part in the grand military march at Law Schools.

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LA BUTRAGONE, Lebeuf Saf, Feb. 11, 6 a. m.

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La leave Caire November 15, and regularly thereafter dur-ing the season. Sailings, plans, berths and every informa-tion from THOS, COOK & SON, 261 Broadway, N. Y. EUROPE AND HOLY LAND,—Excursion lower Feb. 4, March 11 and May 13, etc. Sond for "Tourist Gareite." Ocean ticlets by all lines. H. GAZE & SONS 113 Resultant. New York.

JAPAN-CHINA
OCCIDENTAL AND ORIENTAL
Steamers leave San Francisco as follows:
BELGIC
OCPANIC
Tuesday Marco 14, 3 p. m.
Superbly appointed—Superfor accummedations.
Superbly appointed—Superfor accummedations.
Reservations can be made by letter or telegram to and cabin plans seen at 287 and 84 Brandway. New-Yorks, I Battery Place, or room 74, Eulinoid Building, San Francisco.
T. H. GOODMAN, General Passenger Agent.

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INHA DE VAPORES PORTUGUEZES,
Winter Excursions
TO THE AZORES, MADEIRA, OPORTO, LISBON,
CADIZ OR GIBRALTAR.

To sail regularly in conjunction with the steamer
Olinda and steamer Orvenum, the Company have added to
their line the new, first-class passenger steamer DONA
MARIA, of 2539 toes.

S. S. DONA MARIA will sail about February 4.
This fine steamer ofters splended accommodation for firstclass passengers seeking a unifier climate. Duration of
round trip, six weeks. Medical attendance on board.
For freight, tassage and other information apply to
HAGFMEYER & BRUNN, General Agents,
102 Broad St., New-York,
Chas V, Daser, Agent,
7 Broad-st., Boston, 32 Montcomery S. Sm Francisco.

MALLORY STEAMSHIP LINE.

From New York Wednesday, Priday and Saturday
FOR TEXAS, GEORGIA AND FLORIDA.

FOR TEXAS, GLORGIA AND FLORIDA.

Through Tickets to all points in Tevas, Colorado, Utah,
Arliona, California, Mexico, &c., Georgia, Florida, and
Havana, Cuba, Excellent passenger accommodations.

Write for our 64-page 1893 Manual (mailed free).

C. H. MALLORY & CO., Gen. Agts., Pier 20, E. R., N. Y.

COLUMBIAN LINE New-York and Colon,

CALIFORNIA. Sallings from New York, Pier 54, N. R., foot of West Dithest, S. SAN MARCOS, FEB. 15, 3 P. M. S. S. ALAMO, MARCH 1, 3 P AND ALTERNATE WEDNESDAYS. Sailing from Colon, S. S. SAN MARCOS, MARCH 1, 1893,

AND ALTERNATE WEDNESDAY. For freight, passage, and general information apply STAMFORD PARRY, HERRON & CO., 35 Broadway.

PACIFIC MAIL STEAMSHIP COMPANY'S
LINES TO CALLYOUNIA, JAPAN AND CHINA.
CENTRAL AND SOUTH AMERICA AND MEXICO.
From New-York Pier 1004 of Canalest, North River,
for San Francisco, you the Isthmus of Panama.
CITY OF PARA salls Menday, January 20, noon.
From San Francisco, 1st and Brannion sits.,
From San Francisco, 1st and Brannion sits.,
CITY OF PERING Sails Salt., Feb. 4, 3 p. m.
CITY OF PERING Sails Salt., Feb. 4, 3 p. m.
company's office of the pier, Lot of Canalest. N. R.
H. J. BULLAY, General Superintendent.

RED "D" LINE OF STEAMSHIPS,
FOR LAGUAYRA, PUERTS CABELLO, CURACOA,
CORO AND MARACAIDO
HARBECK STORES BROOKLYN.
S. S. CARALAS.
S. VENEZUELA. Wednesdy, Feb. 3, 1 p. m.
S. PHILADELPHIA SAUVAR, Feb. 25, 1 p. m.
These American Sceamships, especially built for the
trade, have very supprior accommolistics for passenthers.
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NEW-YORK and CUBA Mail Steamship Co.

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Saturday Steamers at 1 b. m. and others at 3 b. m. for Havana. Progresso Campiene, Frontera, Laguna. Tampice. Tuylam and Vers Cruz.

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Nassan, Santinas, de mail, itina and me dentuezos. Nassan, Santinas, de mail, itina and me dentuezos. CITY OF WASHINGTON, Havana and Matanzas, CITY OF WASHINGTON, Havana and Matanzas,

SANTIAGO, Nassau, Santiago and Clentuegos, v. 6., Feb. 1.
SENECA, Havana and Mexican ports. Sat., Feb. 4.
CITY OF ALEXANDRIA, Havana and Matanias, This line has a direct connection with and issues through tills of Lading to all points on Mexican R. W. Co. Mexi-an Interoceanic R. R. Mexican Central R. W. Co. Let., and the Monthers and Mexican Guil Railroad. Excursion ours to the Tropics reduced to \$50 and unward. For full particulars, freight or issuesce, about to JAMES E. WARD & CO. 113 Wall-st.

SAVANNAH LINE-Four Steamers weekly-S. S. CHIY OF A red STA. Sanday, F.O. 4, 5 p. m. compositing with c. E. E. of one and S. F. A. w. is & for all points in GEORGIA, FLORIDA, SOUTH CARD, LINA, ALABAMA and LOUISIANA. Unsurpassed seconmodations. First class table d'hots. For freight and commodation. First class table d'hote. For freight and parsair alphy to E. Agt. W. H. Rhett. Gen'l Act. S. F. & W. Ry 261 Bluny. Cent'l R. R. 317 Bluny. R. L. WALKER, Agent Ocean Steamship Co. G. M. SCHRELL, Manager. New Pier 35. North River.

Mailrogon.

" AMERICA'S CREATEST RAILROAD

DIRECT LINE TO NIAGARA FALLS All trains arrive at and depart from GRAND CENTRAL STATION, the only railroad station in the City of New York. Trains leave as follows: EMPIRE STATE EXPRESS.

8.30 A. M. Dully except Sunday. Fastest train to the world. Due Buildlo 5:10, Niagara Fairs 55 p. m. Wagner Vestibule service. No extra fure.

9.10 A. M. Daily for Altany, Utica, Syracuse, Roch ester, Buffalo, Facett Sunday for Montreal. NEW YORK AND CHICAGO LIMITED.

DAY EXPRESS.

10.30 A. M.-Except Sundays. Saturday train does SOUTHWESTERN LIMITED. 1.55 P. M.-Daily, due Cincinnati 11:20 a. m.; St. WORLD'S FAIR SPECIAL.

1.55 P. M. Bolly, due Chicago 3 00 p. m. next day. ALBANY, TROY AND SARATOGA SPECIAL 3.30 P. M. -Parejt Sundars. Due Albany 4.30 P. M.-Daily, due Detroit 8.55 a. m.: Control 4.30 p. m. Complete Warner Service.
FAST WESTERN EXPRESS.

6.00 P. M. Dally, due Chicago 9 00 p. m.; St. Louis NORTHERN EXPRESS. P. M. Daily, due Burlington 4:55 a. m., Platts-BUFFALO AND NIAGARA FALLS SPECIAL. ADIRONDACK AND MONTREAL EXPRESS.

7.30 P. M - Parly, due Tupper Lake 5 55, Saranac 19 55 a. m. Salid Wagner Vertibule service. Break-CINCINNATI AND ST. LOUIS EXPRESS. 8.00 P. M. Daily, due Cincianati 7:27 p. m., In-dianapol's 19:10 p. m. St. Louis 7:45 a. m. LIMITED PAST MAIL.

CHICAGO NIGHT EXPRESS.

9.15 P. M. Dully, for Roulalo, Detroit and Chicago,
Chicago, Saturday for Lape Vincent (1,000 Islands). PITTSFIELD, LENOX, NORTH ADAMS AND THE BERKSHIRE HILLS VIN Harlem Division). Two across tians unit, except sanday, 9.01 a. m., a Pittsheid I 35, North Adams 2 30 p. m., 3:50 p. m., Tor time of local trains, thesets and space in Sleeping a paper at the office of the stand Central Station, or at 113, 201, 413, 91. Hondray 53 West (25thest, 215 Columbusaye, 1881) at stand 7 through a very constant of the standard of the standa nd 1.880.st, station, New York, 3.3 Washingtonest, 729 autonest, and 74 Brandway, E. D. Brooklyn, Above trains, except those leaville at \$30, 9:10 a.m., 20, 4.39, 9.00 p. m., stop at 188th-st, station. Westcott Express calls for and checks tagging from stells and residences through to destination.

JOHN M. TOUCEY, G. George Passenger Agent.

Reading Railroad System.

Anthracite Coni used exclusively, lusuring Cleanli-Station Foot of Liberty St., North River Time Table in effect December 15, 1892.

Trains leave via

LEHICH VALLEY RAILROAD.

RI FFALO, TORONTO AND CHICAGO EXPRESS

DAILY S.15 A. M., 2:30 F. M.

SCRANTON EXPRESS, EXCEPT SUNDAY, 8:15

A. M., 12:30 F. M., 3:15 F. M., 7:30 F. M. For Buffalo, Rochester, Niagara Falls Toronto, Chicago and the West.

For Ecston, 7:50 p. m. Sandaya, S. 15 a. m., 7:50 p. m. For Ecston, 7:50, S. 15 a. m., 12:30, 2:15, 3:45, 5:15, m. Sundays, 7:00, S:15, 11:50 a. m., 4:40, 7:30 For Bathlehem, Allentown and Mauca Chung, 7:00, 8:15, 12:30, (2:15, except Mauch Chung), 3:45, 6:15, 7:30 p. m. Sundays, 7:00, 8:15, 11:00 a, m., 4:40, 7:30 or Harriton, 8:15 a. m., 12:30, 8:45, 7:30 p. m. days 8:15, 11:00 a. m., 7:30 p. m. or pents in the Mahanov cost region at 8:15 a. m., 30, 3 -5 p. m. Sundays, 8:15, 11:00 a. m., for Wilkerbarre, Pitason and Scranton, 8:15 a. m., 30, 3 45, 7:30 p. m. Sundays, except Scranton, 8:15

CENTRAL RAILROAD OF NEW JERSEY. WASHINGTON 5-HOUR FLYER DAILY, 11:30 A. M., PHILADELPHIA FAST LINE, EXCEPT SUNDAY, 4 P. M., SCRANTON EXPRESS, EXCEPT SUNDAY, 8:45 A. M., 4:50 P. M. For Philadelphia, Baltimore & Washington

ROYAL BLUE LINE. Philad spais Express, 4 00, 7 35, 5 50, 10 00, 11 30, 1 Dining Car, A. M., 5 30, 2 15, 3 30, with Dining 4 7.0, 5 50, 6 60, 7 30, 8 35 P. M., 12 15 night, days, 5 100, 10 30, 11 30, with Duning Car, A. M., 3 30, with Dining Car, 6 00, 6 00 P. M., 12 15 1.90, 3:30, with Dining Car, 6:00, 6:00 P. A., 12:15 high.
Light.
Light. light. State. Trop Folds. 12 15 nicht. 12 15 nicht. 12 15 nicht. 110 at 4 :00, 7:45, 8:45 A. M., 1:00, 1:30, 150 Folds. 110 at 4:00, 7:45, 8:45 A. M., 1:20, 1:30, 8:45, 8:45 A. M., 1:20, 1:30, 8:40, M. M., 12:15 nicht. 24:50, 7:45, 8:45 A. M., 1:20, 1:30, 7:40, P. M., 12:15 nicht. except sa'urday night. Sundays, 7:15 A. M., 6:00 P. M., 12:15 P. M.

P. M.

P. M.

P. Red Sank, Long Branch, and points south to Point ant. 4-30, 8-15, 11:30 A. M., 1:30, 1-45 (3:40 Red only), 4:00, 4:00, 4:20, 6:45 P. M. Sundays, except a Grave and Ashary Park, 9:00 A. M., 4:00 P. M.

FOR LAKEWOOD,

 at 4.30, 8.15 A. M., 1:-5 (3:40 special), 4.20, 6:15 P. M.
 For Ton's liver, European Park, and European, 4:30, 8:15 A. M., 1:40, 4:20 P. M.
 For Atlantic City, Vinciand, and Bridgeton, 4:30 A. M., 1:45 P. M. 

ERIE LINES.

Through trains for Chicago and the weat I ave Nem-yoris, not of Chambers et. daily, as follows, and five minutes carlier from West 231-81; 9:15 A. M. - via Na rarsa Falls and Chautanqua Steeper Hornellsville to Chicannat. Dintercar. 3:00 P. M. - vestibute Lamited. Solid train for Chi-cago and Chantanqua Lake. Steepers to Chicago, Creveand and Chempan. Dintercars via Nagara Polis, 6:30 Support to Bullato, Rochester and Chicago, Din-mercar. 8:30 P. M.—Via Chautauqua Lake and Niagara Falls, Side Character and Character Series to Hornells, Sie, Character and Charleson. Sierjers to Hornells, Sie, Character and Charleson. TURETS AND PULLMAN accommodations at 401 and 55; Broadway, Chambers and West 25d st. ferries, New-York, 333 Fullon-et, Broadyn; 200 Hudsonsis, Hoboles, and Jersey City Section. For Proceed Corporar cells for and checks baggage from hotels and residences to destination.

Atilroads.

Dennsylvania RAILROAD.

THE STANDARD RAILWAY OF AMERICAL PROTECTED THROUGHOUSE Block Signals and Interlocking Switches

Desbrosses and Cortlandt Streets. In Effect 12.01 A. M . JANUARY 1st, 1893. THE COLUMBIAN EXPRESS.

3.00 A. M.-Prilman Vertibule Steeping Cars to Chicago and Chernometi, Diving Smooting, and Parsonger Couches from NewYork to Chicago. Arrives in Chedinary 6.35 a. m., Indianapolis 7 too a. m., Calcago 10.00 a. m. next day.

THE FAST LINE.

TRAINS LEAVE STATIONS, foot of

THE FAST LINE.

3.00 A. M.—Peilman Ve-tibule Parior Car from Pan delphia. Arrives Columbus 5-40 a. m. Indianapol 11 59 a. m. Cleveland 5-25 a. m. Chicago 5-25 a. d. d. S. Louis 7-30 p. m. daily, roich 9-15 a. m. west. days. THE PENNSYLVANIA LIMITED. 12.00 NOON.—Composed exclusively of Pallman belo Drawing and State Room, Sleeping, if Smoking, and Observation teas presenting in reports, stangards is and typesylves, halfages

2.00 NGON. - Palman Vest brie Security and tars to St. Louis and the initially Vest buying Car and Passenger Concerns to St. Louis. Cincinnati 8:15 a. m., and St. Louis 5:30 p.

6.30 P. M. Pullman Vestibule Scoplar Cars to Pitte burg, Chicago and Cisveland, Diorny Cars to Pala-delphia, and Pittel urg to Chicago. Arives at Clave-land 11:40 a.m. Chicago 9:33 h.m. new day.

7.50 P. M. week days, 7.245 b. m. Sudays, Pulma Vestibule Sleeping Care to Challengard, Memphas and St. Lovie, Dining Car Albona to Fishmond, Arrive Coumbus 2.25 p. m. Chambras 6.5 p. m. J. Chambras 1.50 p. m. J. Chambras 2.55 p. m. Chambras 6.50 p. m. J. Chambras 2.55 p. m. Chambras 6.50 p. m. J. Chambras 2.55 p. m. J. Chambras 6.50 p. m. J. Chambras 2.55 p. m. J. Chambras 6.50 p. m. J. Chambras 2.55 p. m. J. Chambras 6.50 p. m. J. Chambras 2.55 p. m. J. Chambras 6.50 p. m. J. PACIFIC EXPRESS.

S.CO P. M. Pudisan Build Second for New York to Life 2.0, urives daily Chicago 6.25 a. m. (Second morning). Toleio 11:20 p. n., (Schmidts 7:15 p. m., and Chycland work-days 6.10 p. m.
5.00 P. M. Shenandoni Volky Express daily, Pulma Builds Sheepe to New Orleans Vol. (Cattanson.). BALTIMORE, WASHINGTON, AND THE SOUTH BALTIMORE, WASHINGTON, AND THE SOUTH, 10.00 A. M. "Washington Limited" weeders, Yes, Louis Pelinan Parks Cars, Plasender Coanses, Dising Car to Baltimore, arriving in Washington 345 b. m. No extra fare, 3.20 P. M. "Congressional Limited" daily, Vestbule

and 9.00 p. m. and 12 19 minute.

1 b. m. workshays.

FLORIDA SPECIAL for Jacksonville and St. Augustine 9 380 a. m. Moders. Wednesdays and Pridays.

Express for Jacksonville, St. Augustine, and Tampa 5.30 a. m. 9.50 b. m. and 12.15 melti-daily. Por Thomasville 9.00 p. m. daily. For Key West and Davann 9.00 n. m. and 12.15 melti-daily. Por Thomasville 9.00 n. m. and 12.15 melti-daily. Pursuan 9.00 n. m. and 12.15 melti-daily. Pursuan 3.00 n. m. and Daville Express. 4ally. Through Sciences to Augusts. Memphis and New-Orleans. Dinby Car to Montgonery. No Coaches, Skeiper to Asheville and Hot Speliess on second section.

Society to Asheville and Hot Speliess on second section.

5.00 P. M. Dody for all points on Chesapeake & Ohle

FOR PHILADELPHIA.

8:00. 9:00 p. m., and 12:15 night. Accommodates, 5:00 and 7:00 p. m.
5:00 and 7:00 p. m.
5:00 and 7:00 p. m.
5:01 in residue of trains to local points on the Pennsylvania Radiroad System, apply at the following Ticks Offices: Nos. 433, 849, 944, 1323, 113, and 291 Breakway, 1 Astor House, 134 East 125thest, 264 West 125thest, 251 Columbusave, 737 Sixtheave, and food of Desiroses and Cortlandt etc., 4 Court.et., 809 Fulton-st., Brooklyn; 120 Hudsonst, Hobbard, Station, Jorsey City.
The New York Transfer Company will sall for and need baggage from hotels and residences through to statistical.

New York & Boston, **Pullman Limited** 

New-York & Northern Railway

New-York & New-England Railroad. CARS leave 155th St., terminus 6th and 9th Ave. Elevated, daily, including Sundays, at 11:30 P. M., arriving in Boston, foot Summer St., at 7:40 A. M. Baggage checked through at N. Y. & N. stations, 53d St., near 8th Ave., and

156th St. and 5th Ave.
The New-York Transfer Company will call for and check bucgage to destination from hotels or residence in any offices in New-York or Brooklyn.

EXPRESS TRAIN ON SIXTH AVE. "L"
Leaving South Ferry at 10.37 P. M. connects with this

For running time see Time Tables. PRINCIPAL TICKET OFFICES IN NEW-YORK CITY: Arcade News Rooms, 71 Broadway, and 353 Breadway, where Pullman reservation can be obtained. Sleepers open for accommodation of passengers one hour before leaving time of train.

H. b. VHEELAND. L. M. ALLEN.

Gen. Manager. Gen. Pass'r Agent. Delaware, Lackawanna and Western R. R. Stations in New-York foot of Barclay and Christopher

Stations in New-York loot of Barchay and Christoper alreets,
shortest line, Vestibuled Trains.

PULLAN COACHES.

Direct route to N.D. Alan, Eldocaphallo, Montulair, The Oranoles, Summit, Bernardsviho, Besking Ridge, Maddson, Moristown, Passaie, Padrson, Boodets, Dover, Samboje, BUDD'S LAKE, Lake ROPATCOVO, Bachelbown, Schoolly's Mountains, Tain, Washington, Phillipshuro, Easton, Water Gap, Shoudsbruge, Peopon Mountains, SCHANION, PITSION, WILKESHARRE, NANTICOKE, DANVILLE, NORTHUMBERIAND, Medice, BINGHAMION, OXFORD, NORWICH, Waterwille, UTICA, RICHIPLED SPHINS, Cortains, SYRACUSE, OSWEDD, ITHACA, OWEDS, ELMIRA, CHRING, BATH, DANNYLLE, BUFFALO, and all plants WEST, NORTHWEST AND SOUTHWEST, POINTS, PULBER, PULBE



PHILA to BALTEVEDERS. WASSIINGTON. CHICAGO, CINCINNATI,

FULLMAN CAR SERVICE OF
ALL TRAINS.

Leave New York, foot of Liberty St., as follows:
For CHICAGO, PHITS BLIGS, 1 350 p. m., 12:15 a. m.
For WASHINGTON BALTIMORE, 999 a. m. (11 3)
m., thing car), 1:30 (3:30 p. m., dining car), 1:30 m., thing car), 1:30 (3:30 p. m., dining car), 1:31 a. m. For Baltimore only, 6 p. m. All and the control of the car of t For NORLOLK, via Bay Line, 1:30 p.m. Week days,
For NORLOLK, via Bay Line, 1:30 p.m. Week days,
Ticket Offices, 172, 201, 415 and 1:140 Breadway, 31
East 14thest, New York: 344 Pultonet, and 1: Breadway,
Brooklyn, STATION FOOT OF LIPERTYST, Contril
R. R. of N. J.)
Westeott's Express Company will call for and check
baggage from hotel or residence to destination.

WEST SHORE RAILROAD.

(N. Y. C. & H. R. RR. Co., Lessee.)

Trains leave West #2d-st station, New York, as follows, and 15 minutes carrier from it. Franklinst, N. R. 350 A. M.—Daily for Newbork, hillshoot, Adamy of the state of the manner of the first state of the first NEW-YORK, ONTARIO AND WESTERN RAHLWAY

Size A. M. (15 minutes ear are from the lost of Frank
the st.), for Middle town, minominutering, Port Jervis,
Monticello, Mountainage, Falisburgh, Liberty, Livingsion
Mailler, Planeston, Utea, Rome, One Fla Dane, O.
313 P. M., Campbell Hall, Lake Motionia Bailler, Planeston, Utea, Rome, One Fla Dane, O.
314 P. M., Campbell Hall, Lake Motionia Bailler, Planeston, Utea, Rome, One Fla Dane, O.
315 P. M., Campbell Hall, Lake Motionia Bail Minneback, Elbaytic, Palisburgh, RuffleyMile, Elberty, Livingtheory, Elbaytic, Palisburgh, RuffleyMile, Elberty, Livingstate almor, Rockiamic Warton, Palisburgh, Linerty, Livingstate almor, Rockiamic Warton, Palisburgh, Linerty, Livingstate almor, Rockiamic Warton, School, Control,
Stepenson Bridge,
10 Danis, Rockiamic Warton, One Danis,
West, Pullman siespers reclaims—their Categor and Motions and School,
Pullman drawing-from early sayer and sleeping-car berths
obtained at School, Physics and sleeping-car berths
obtained at School, Physics and School, Physics and School, Physics and School, Physics
Danis, Rockiamic Warton, One Danis,
Pullman drawing-from early sayer and sleeping-car berths
obtained at School, Physics and School, Physics
Danis, Rockiamic Warton, One Phys